

IN THE SPECIFICATION

[0013] Figure 4 is an enlarged perspective view of the telescopic connection between the first frame member and second frame member of the frame assembly of the wheel skate of Figure 1; and

[0014] (Canceled).

[0015] (Canceled).

[0016] (Canceled).

[0017] ~~Figure 8~~ Figure 5 is an exploded perspective view of the wheel skate ~~showing shown~~ in Figure 1.

[0018] Referring to ~~Figures 1 and 5~~ Figure 1, there is shown a wheel skate of the invention indicated generally at 10 used for maneuvering a motor vehicle ~~[[37]]~~ in confined areas, such as body shops, auto mechanics' garages and car show rooms. Wheel skate 10 has a generally U-shaped frame 11 which is adapted to be positioned adjacent the wheel ~~assembly 38 of vehicle 37~~ assembly of a vehicle. Wheel skate 10 is fitted to ~~wheel 38 the wheel~~ by adjusting the width of frame assembly 11 to position a pair of roller assemblies 17 and 18 adjacent opposite sides of the ~~tire 39 of wheel assembly 38 the tire of the wheel assembly~~. A lever 15 is operable to contract frame assembly 11 thereby moving roller assemblies 17 and 18 together thereby raising the bottom of ~~tire 39 the tire~~ clear of the garage floor. A handle 20 attached to frame assembly 11 facilitates manual transport of wheel skate 10. Wheel skate 10 can be used in pairs attached to either the front or back wheels of ~~vehicle 37 the vehicle~~ in order to allow one end of the vehicle to swing around.

[0021] Each arm 14 and 16 carries a load-bearing roller assembly 17 and 18. Roller assemblies 17 and 18 each have a plurality of rollers 21, 22, 23 and 24. Rollers 21 to 24 facilitate positioning and lifting of ~~vehicle wheel assembly 38 the vehicle wheel assembly~~ during operation

of wheel skate 10. Rollers 21 to 24 are rotatably mounted on roller assemblies 17 and 18 whereby rollers 21 to 24 rotate when ~~wheel assembly 38~~ the wheel assembly is lifted reducing friction between the outer surface of ~~tire 39~~ the tire and the rollers.

[0022] Referring to ~~Figure 8~~ Figure 5, each roller 21 to 24 comprises a clamping rod 26 extending through a tubular sleeve 27. Sleeve 27 carries a tubular roller member 28. The ends of rod 26 are secured to a pair of connection plates 29 with lock nuts 31 and 32. Roller assembly 17 is mounted on inwardly and upwardly inclined brackets 33 and 34 whereby roller 22 of roller assembly 17 is located inwardly and downwardly from arm 14. Roller 21 is positioned upwardly and in general vertical alignment with arm 14.

[0024] Roller assemblies 17 and 18 are pivotally mounted to brackets 33 and 34, and 36 and 37, respectively, ~~as indicated by arrows 38 and 39 in Figure 3~~, whereby roller assemblies 17 and 18 are self adapting to the shape of ~~tire 39~~ the tire. Roller assemblies 17 and 18 pivot or rotate in opposite directions relative to each other to accommodate tires having larger or smaller sized diameters and to center rollers 21 and 22 and rollers 23 and 24 on either side of ~~tire 39~~ the tire.

[0025] Referring to Figure 2, the top wall of frame member 13 has a plurality of longitudinally spaced holes or openings 41. Openings 41 are generally circular shaped and are longitudinally separated at equal distances by flanges 46 located between each opening 41. A locking knob or pin 47 accommodated by an upwardly projecting sleeve 62 surrounding an opening in the top wall of frame member 12 is moveable into one of the openings 41 in frame member 13 to lock the position of frame member 12 and 13 relative to one another and prevent inadvertent separation of the frame members 12 and 13. Pin 47 has a head 63 having a transverse tab 64 accommodated by a slot 66 open to the top of sleeve 62. Pin 47 is rotatable in sleeve 62 to position tab 64 in slot 66, ~~as shown by arrow 67 in Figure 6~~, whereby pin 47 engages frame member 13 in the locking position. A pivotally mounted blocking member 69 connected to

frame member 12 adjacent ears 49 and 51 is moveable between first and second positions to engage and disengage lever 15. As frame member 13 is moved into frame member 12 flange 46 is moved into engagement with pin 47 thereby forcing pin 47 in an upward direction, as indicated by ~~arrow 48~~ arrow 58 in Figure 2, and allowing further inward movement of frame member 13. Frame member 13 is moved inwardly until pin 47 is aligned with an adjacent immediately succeeding or following hole 41 whereupon pin 47 drops or moves downwardly into the following hole to relock the position of frame members 12 and 13.

[0027] In use, blocking member 69 is moved to the first position, ~~as indicated by arrow 74 in Figure 6 as seen in Figure 2,~~ to engage lever 15. Pin 47 is rotated in upright sleeve 62 to move tab 64 into slot 64, ~~as shown by arrow 77 in Figure 6 out of slot 66, as seen in Figure 2.~~ When lever 15 is moved from an upwardly inclined or first position to a downwardly generally horizontal or second position adjacent frame members 12 and 13, the lower end 53 of plate 52 drives frame member 13 toward frame member 12, as shown by arrow 57 in Figure 2. As frame member 13 is driven inwardly with plate 52 the lower end of pin 47 moves out of the locking position in hole 41, as shown by arrow 58 in Figure 2, upon engagement with flange 46 between holes 41. Pin 47 drops downwardly and extends through the adjacent hole 41, as shown by arrow 59 in Figure 2, when frame member 13 has been moved to move pin 47 out of engagement with flange 46 and into alignment with the next hole. Pin 47 does not drop into the next hole until lever 15 has been moved to the second position adjacent frame members 12 and 13 whereby plate 52 has completed its driving action and is in a position to be moved to an adjacent hole immediately inward from the hole which lower end 53 of plate 52 had previously occupied. Spring 71 moves lever 15 upwardly to the first position to commence a succeeding stroke. This action causes frame member 13 to be gradually moved toward frame member 12 so that ~~wheel assembly 38~~ the wheel assembly can be raised. To lower ~~wheel assembly 38~~ the wheel assembly,

blocking member 69 is moved to the second position, ~~as shown by arrow 76 in Figure 7,~~ to disengage lever 15 and allow frame member 13 to gradually separate from frame member 12. Throughout the raising and lowering operation of ~~wheel assembly 38 the wheel assembly~~ a continuous locking relation exists between frame members 12 and 13 to prevent inadvertent separation of frame members 12 and 13 thereby preventing property damage or personal injury and minimizing safety concerns.

Cancel Figures 5, 6 and 7 of the drawing without prejudice.